

CENTRAL'S SURPRISE
CRESCENT VETERANS

Y. M. C. A. Play Athletic Club
Soccer Eleven to a Stand-
still and Wins Easily.

MANUAL TRAINING IN LEAD

Defeats Erasmus Hall in School-
boy League, While Commer-
cial Accomplishes De-
feat of Boys' H. S.

The Crescent Athletic Club and the Central Young Men's Christian Association of Brooklyn clashed at Bay Ridge yesterday afternoon, and the result was a big surprise for the home team, which was outplayed to the queen's taste and beaten by a score of 5 goals to 1. Four goals in succession stood to the credit of the visitors, before the Crescent had even a look-in during the second half.

One player—H. H. Shabolt, centre for the Central—stood over head and shoulders above all the others in the game, for every one of the shots that counted for his side came off the toe of his shoe. In that respect, it was practically a one-man victory.

Both of the goals in the first half resulted from passes by Waters at inside right, while the two goals in the first part of the second period were on exact repetition. At that stage Watson, inside right for the Crescents, asserted himself, and after a determined effort, forced his way through the ruck and evaded the Central's defence. From a pass by Crozier, near the close of the game, Shabolt shot his fifth goal.

Centrals (5). Position. Crescents (1).
Reese.....G.....De Baum
Daniels.....R.....Bodwell
Foss.....L.....Baxter
Tiffin.....R.....H.....Baxter
Crawford.....C.....Armstrong
Brown.....L.....Humphreys
Kippner.....C.....Watson
Waters.....L.....Taylor
H. H. Shabolt.....C.....Macfarlane
Crozier.....O.....L.....Philip
Beckett.....O.....L.....Philip
Referee—F. Davies. Linesmen—McNulty and H. Shabolt. Goals—H. H. Shabolt (5). Wat-
son. Time of halves—Forty-five minutes each.

Following their victory over Erasmus the week before, the soccer players representing the Commercial High School, of Brooklyn, defeated Boys' High by 2 goals to 1, at the Prospect Park Parade Grounds, yesterday. In the last five minutes there was considerable trouble over a close decision of the referee, who gave a foul against Commercial, but would not allow a "penalty."

The line-up follows:
Commercial (2). Position. Boys' High (1).
Lazarus.....G.....Hayman
Isaacson.....R.....Toombs
Hurley.....L.....Gosling
MacMahon.....R.....H.....Stockmore
Rosa.....C.....H.....Stellwagen
Wandt.....L.....H.....Mortall
Sigel.....O.....R.....Holt
Hogan.....O.....R.....Bastian
Habrant.....C.....C.....Buchan
Benson.....C.....C.....Buchan
Cames.....O.....L.....Hamilton
Referee—W. Austin. Clinchholm. Linesmen—Wallenmiller and Plaschger. Goals—Lazarus, Sigel, Stellwagen. Substitutes—Levine for Gosling, Townsend for Stockmore. Time of halves—Thirty minutes each.

The Manual Training High School defeated Erasmus Hall by 4 goals to 0 at Prospect Park. Three of the tallies were notched in the first half and one in the second. Manual Training now leads the league, with 5 points, closely followed by Commercial, of Brooklyn, with 4, the latter having played one game less.

The line-up follows:
Manual Training (4). Pos. Erasmus (0).
O'Brien.....G.....Gardner
Lahay.....R.....B.....Everett
Smith.....L.....B.....Mendelsohn
Lind.....C.....H.....Solomon
Campbell.....O.....R.....Lipshitz
Clark.....C.....C.....Fishman
Bryant.....L.....L.....Finkelstein
H. H. Shabolt.....C.....C.....Keyes
Referee—Mr. Holman. Linesmen—Messrs. Green and Jones. Goals—Titus, de Gaudenzi (2), Clark, Manual Training. Time of halves—30 minutes. Substitutes—Keyes, Dahl, Francis, Davidson for Erasmus.

Morris High surprised the Curtis High by playing them to a standstill in a scoreless game on Curtis Field.

The line-up follows:
Morris High (0). Pos. Curtis High (0).
Pellin.....G.....Lehman
Merkel.....R.....B.....Taylor
Lahay.....L.....B.....Donnelly
Lahay.....R.....H.....Cher
Grossman.....C.....H.....Ramberstadt
R. Tinsley.....C.....H.....Fenstermaker
O'Kane.....L.....R.....Clason
W. Tinsley.....C.....C.....Copman
Talamo.....O.....L.....Pierce
Brown.....O.....L.....G. Jones
Referee—Mr. Burt. Linesmen—Messrs. Weinstein and Levine. Time—Halves of 30 minutes.

At West New Brighton yesterday afternoon Bensonhurst defeated Richmond County by 4 goals to 2 in a Field Club Soccer League game. Macpherson shot three goals, including one penalty, and Perth a fourth in behalf of Bensonhurst.

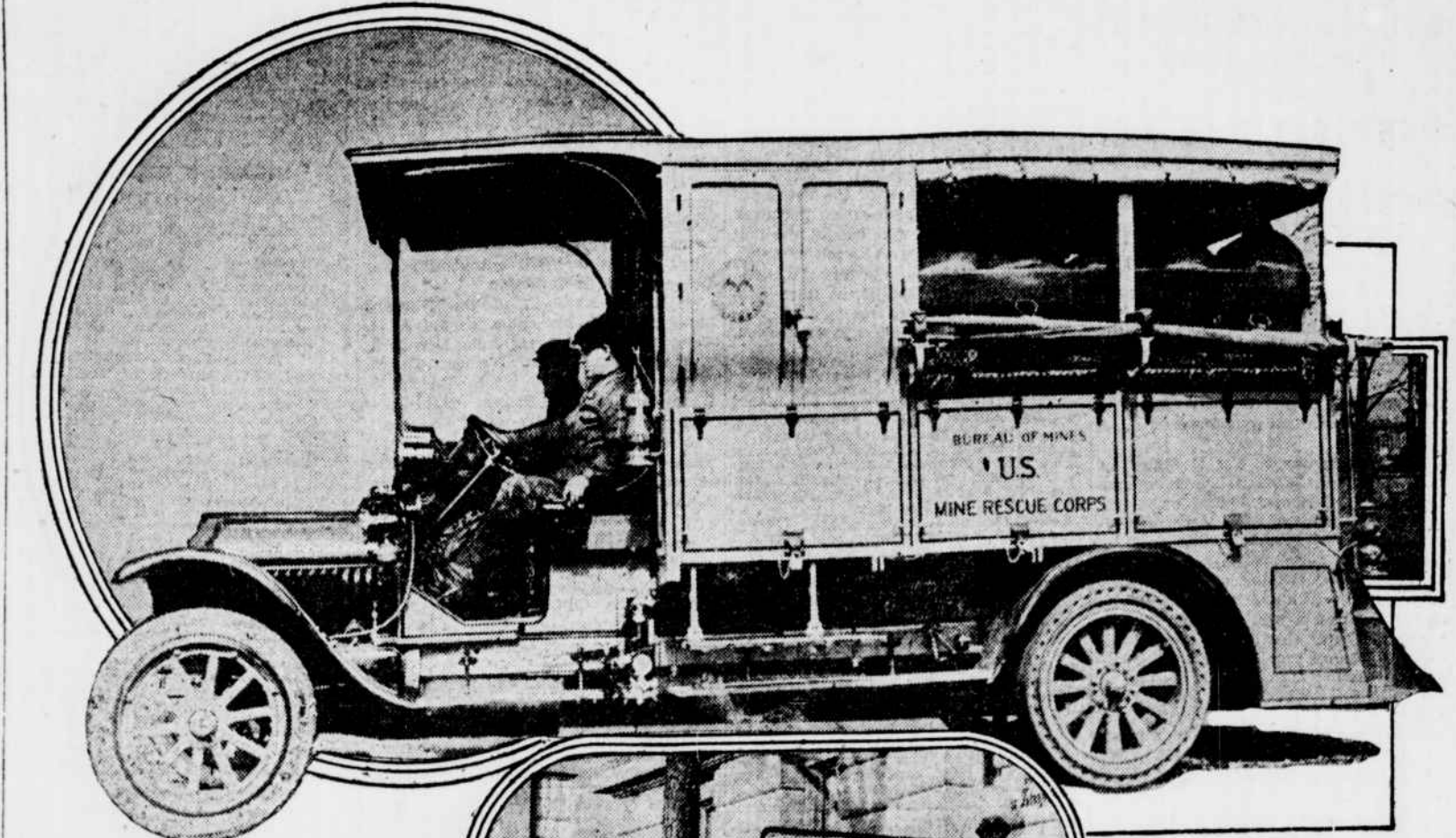
The line-up:
Bensonhurst (4). Position. Richmond Co. (2).
Raghuvaran.....G.....Cave
Mull.....R.....B.....Staughton
Ward.....L.....B.....Roberts
Barkhill.....C.....H.....Watkins
Ester.....C.....H.....Becker
Vera.....O.....L.....Small
McKee.....O.....L.....Small
Hall.....L.....R.....Davidson
Pett.....C.....C.....Kennedy
McPherson.....L.....L.....Watson
Gaba.....O.....L.....Willis
Referee—G. Caldwell. Linesmen—Jessup and Shepherd. Goals—McPherson (3), Pett, Bensonhurst; Kennedy (2), Richmond County. Time of halves—Forty minutes.

COLUMBIA TRACK OUTLOOK

D. B. Young Expected to Aid
Much in Track Coaching.

Donnell B. Young, captain of the Amherst track team two years ago, when he won the intercollegiate quarter-mile run in the Harvard Stadium in record time, has matriculated as a graduate student at Columbia, and is running with the track men in practice on South Field. Young will not be eligible to represent the Blue and White on the track, however, until next year, and it is hardly probable that his course will keep him on Morrislides Heights as long as that. He will be of much assistance to Bernie Waters in coaching the Columbia quarter-milers, however, and will probably also compete for one of the local athletic clubs.

Columbia has lost one of its most promising track men this fall in the withdrawal of E. B. Randall, the high jumper, who has entered Harvard. Randall did six feet for Columbia at the Pennsylvania relay carnival last spring, but failed to qualify at the intercollegiate. He will be ineligible to compete for Harvard until next year. Another setback for the Blue and White is the failure of Frank Kaufman, the Irish-American hurdler, to enter this fall. Kaufman was at Columbia two years ago, and dropped out to earn enough money to enable him to finish his course. The position he obtained has been developed to be a permanent one, and he does not expect to re-enter Columbia or continue his college course.

AUTOMOBILE TRUCK PURCHASED BY FEDERAL BUREAU
OF MINES, FOR RELIEF WORK IN CASES OF ACCIDENT

HUGE SPACE IN AUTO SHOW

National Exhibition in January
Will Be Record Breaker.

Beginning with a few scattered motor car displays that were reluctantly given space in a bicycle show thirteen years ago, the automobile industry has grown to such proportions that in order to exhibit its products four floors of the Grand Central Palace will be pressed into service for the New York exhibition which will be held during the week of January 3-10 under the auspices of the Automobile Chamber of Commerce.

Never before in the history of shows has there been so much floor space available and allotted as for next winter's exhibition, and yet Manager S. A. Miles is being besieged daily for more space. This unusual demand by manufacturers for space is a striking commentary on the growth and value of the national show.

Following the allotting of space for car exhibits the Motor and Accessory Manufacturers last week allotted room to their members who will exhibit accessories and parts. In all more than 15,700 square feet of space was set aside for accessory exhibits, and this amount is greater by 2,000 square feet than that allotted last year. So great was the demand by the accessory makers for space that the diagram of the fourth floor of the Palace had to be rearranged in order to accommodate the applicants.

At the Grand Central Palace, as well as in Chicago, there will be a greater display of electric vehicles than has ever been shown at an automobile exhibition. Electric car manufacturers will make their allotments in a short time and prominent space will be given to display to the best advantage the various types of electric vehicles which will prevail for next season.

FOUND AKRON HOSPITABLE

Firestone Dealers Owned Rub-
ber City from Oct. 7 to 10.

Akron belonged to the Firestone Company from October 7 to 10, when more than two hundred branch managers, salesmen and representatives of the firm gathered in the Rubber City for their annual sales convention. Eastern men used a special car for the trip from New York. Visitors from the West met in Chicago and also used a special car for the journey to Akron.

Most of the first day was occupied with meeting the travellers at the station and installing them in the largest hotel in the city, several floors of which had been reserved for them. The hotel had been decorated inside and out, and no efforts were spared to make the visitors feel that their welcome was a genuine one and that factory and city were theirs during the convention.

On Wednesday morning the branch managers held their first meeting, and Thursday the formal organization of the convention was effected. Addresses by department heads on the manufacture and sale of tires and discussions of the points brought out. Tours of the tire and rim plants were also on the programme.

One of the chief things realized by the men was the company's growth during the last year. One addition has been made to the tire plant and two new wings are in course of construction. These will be finished in the spring and will greatly increase the output.

"Tires are more likely to suffer from improper storage than almost any other part of the machine. Considering that they cannot stand every condition, much stress should be laid upon their care. When the automobile is stored, it is best to remove the tires from the rims. Pile them one upon the other, don't stand them upright."

"The room in which they are stored should be moderately cool, because excessive heat or excessive cold will tend to deteriorate rubber. A dark room is preferable, as rubber is affected by the light. If, however, dark quarters are not obtainable, the tires should be covered with a large canvas."

"Tubes should be inflated slightly, enough to cause them to stand round. They should be piled in the same manner as the casings, with a covering to prevent their exposure to the light. Tubes may be safely allowed to remain in the casings if care is taken to see that the casings are well dusted with French talcum or soapstone before the tubes are inserted."

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SIX-CYLINDER CARS
GAIN NEW EXPONENTS

Many Accessions to the List
of Producers for
1914.

HOWARD E. COFFIN'S VIEWS

Noted Designer Has Written a
Book Analyzing Trend of
Automobile Industry for
Next Season.

That the six-cylinder car will attain a greater vogue in the future is a prediction made by Howard E. Coffin, one of the foremost automobile designers of the country, in a book entitled "A Critical Analysis of Motor Cars of 1914," just issued by the Hudson Motor Car Company, of Detroit, of which he is vice-president. Mr. Coffin has long been recognized as an authority in his line, and his statement is of much interest by reason of the fact that other leaders in the industry have from time to time expressed the belief that the "six" will decline in favor and that the "eventual car" will be fitted with a four-cylinder engine.

As showing the progress of six-cylinder development, Mr. Coffin presents a table that appears to bear out his view, although it may not be convincing to the maker who holds to the "four." The table shows, as every one knows, that the pioneer cars were of the one and two cylinder variety. As early as 1908 the "six" was making a strong bid for favor, and there has not been a year since that the number of its exponents has not increased.

The makers of six-cylinder cars in 1908 were Pierce, Winton, Peerless, Stevens-Duryea, Lozier, Franklin, Oldsmobile and Premier. Two years later only one firm, the Mitchell, had been added to the list, and in 1911 the Locomobile and Pope-Hartford companies began to produce this type. Pierce and Winton were the only two at that time building "sixes" exclusively. For 1912 there were added to the list the Packard, Chalmers, White and Garford.

This year the factories exploiting six-cylinder construction numbered twenty-five, the newcomers being Hudson, Studebaker, Speedwell, Herreshoff, Cole, Marmon, Maxwell, Oakland and Klesseker. Next year, according to Mr. Coffin's information, the number will jump to thirty-seven, of which fourteen will build only the one type.

The reverse side of the argument is that twenty-three of these concerns will also produce "fours," and that several of the biggest producers in the United States have never seen the necessity for anything but the four-cylinder type. Among these are the Cadillac, Overland, Ford, Reo and Hupmobile.

Mr. Coffin devotes space to the various other features of motor car construction, including transmission, three and four point suspension, weight distribution, maintenance, electric lighting, self-starters, bodies, brakes, wire wheels, etc. He appears to expect the wire wheel to come into general use, and attributes its slow progress to the fact that there has been no certainty about the supply of the better class wheels. In this connection Mr. Coffin goes on to say:

"Many of the arguments in favor of wire wheels are good ones. Upon such points as the lightening of unsprung weight upon the tires, a better cooling of the tires at high speed, a decrease in tire wear as a consequence of this weight and cooling effect, and a snapper, or somewhat livelier feeling in the car because of the lessened weight in the wheel rim (described flywheel effect), there can be little question as to the advantage."

"It is sometimes argued that the wood wheel is more easily cleaned than is the wire wheel, but to those of us who have used both wood and wire this question does not seem of particular importance."

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MOTOR TRUCKS WILL
AID ENTOMBED MINERS

Veritable Hospital on Wheels
Built for Government
Bureau of Mines.

IS COMPLETELY EQUIPPED

Provision Is Made Even for
Bird and Cage Used in
Detecting Poisonous
Gas in Shafts.

To rescue, revive and treat entombed and injured miners, and thus reduce the loss of life and lessen the injuries resulting from the periodic disasters in the coal mines of the United States, the Bureau of Mines of the Department of the Interior has evolved a new plan of relief work, involving the extensive use of motor rescue trucks of a special design, equipped with all the paraphernalia known in the science of relief work.

The first vehicle of the new type, built according to government specifications, was built by the White company, of Cleveland, and was delivered to the Bureau of Mines in Pittsburgh. It is a veritable hospital, carrying every piece of portable equipment that is useful in rescuing miners, quenching flames, resuscitating the unconscious and administering first aid.

Included in the equipment are two pulmotors, six oxygen tanks, fifty regenerators, an oxygen pump, two stretchers, a life line, box of explosives, lanterns, tents, fire extinguishers, a complete telephone system and a full complement of hose, axes, saws, miners' tools and medical and surgical supplies. The equipment is complete even to the extent of providing for the bird and cage that are used in detecting poisonous gases in mine shafts.

A majority of the members of the American Mine Safety Association, who saw the first truck in operation during their recent convention in Pittsburgh, predict a big reduction in casualties as a result of its use. A mine explosion, with all its effects except human injury, was staged during the convention. The truck, with its full equipment, was tested by government representatives, while moving picture operators, also employed by the government, recorded every act and movement to show absent mine operators how lives can be saved and danger lessened.

The Bureau of Mines has proposed that mine owners in each district establish motor rescue stations at central points from which each district may be served. Inasmuch as instant access to everything is essential, the truck body has been built with a special place for everything it carries. And everything must be in its proper place. To this end the entire carrying space, except for the crew of trained rescuers, consists of compartments of varying size and odd shape, nearly all opening on the outside of the truck by means of snatch hooks.

Under the driver's seat are carried ten Draeger reviving outfits. Six oxygen tanks are carried beneath the body on a specially built subframe and cradle, the tanks lying crosswise of the truck, so that they may be pulled out quickly when necessary. On the left side of the chassis frame there is attached an oxygen pump, which is operated by the power of the motor. In back of the driver's seat there are hooks for a five-foot crowbar and tent poles.

Immediately in back of the driver's seat and extending the full height of the truck there is a series of compartments opening on the outside of the truck. These compartments carry a tent, 22 feet of hose, three miners' picks, three miners' shovels, one four-pound sledge and two hand axes. In back of these compartments are two seats, arranged lengthwise, with folding lay-backs and protected by a brass railing.

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